also, see D. tuno file

Dear Js,

12/23/72

Your two mailings of the 18th, one with the cassettes and returns and the other with letters and clips, came midday. I've read the letters and some of the clips, a pleasant accompaniement to lunhh for both of us, and confess a weakness and a character flaw that should not be incomprehensible to those with so long a career on the other side of the moon: with more than three hours before having to get read to go to the McDonald's Xmas party, enough time for a wide variety of unpleasant work, ranging from on the damage suit to dunning wholesalers who owe us money, I welcome the opportunity to avoid it.

Lil will get her afternoon fun decorating our living tree. I've brought up the decorations and have the tree righted, with plastic to hold the water that will be needed to keep it from drying out. With hot-air heat of your own and a warmer clime you'll understand how dry it can get in a tight house and really cold outside weather.

I'll address several subjects separately.

Je's tabulation of the Times non-delivery reminds me that the mystery of how I got the DOP convention issues is solved: a friend who now lives in Miami did it. That deliveries can be THAT bad is incredible. There are days the Times doesn't get to this town, except to mail subscribers, but nothing like your service. Service?

Warren tapes: Lesar said that Jerry is getting a ntanscript. If he does it will be more convenient and cheaper to xerox it. If Jim makes a copy for me, I'll lend it to you. I have all the show, I think, because I set the TV 40 up for the Commission stuff only. The cassette on the Craig hung somehwere near the end. I've kept both, so between them I am certain I have all. I have a friend near NY who does close to commercial work. I brought him and Jerry together. (He is the young man who did the fantastic work on the Z film for me, beginning with a copy better than any the feds have and who asked us to be godparents of a first child, due in February.) Lesar asked Jerry to get him to make tapes, so Jerry, who can call him free and does, for hours, didn't get around to it.

Tarred manholes: as I suppose you did, I immediately thought of Dealey Plaza. I have a Jean Valjean file on that, not as good as it was before I loaned Lillian Castellano <u>all</u> my original blueprints of Dealey Plaza before and after reconstruction into the plaza. These were the tracings on that fine white substance, not blue prints. They included all utilities and show the old bldgs., addresses, etc. I finalyy, after much letter-writing, got some back. Anyway, aside from the original Lifton/Castellano/Marcus paranoia on this and Garrison's gross corruption of the work done for me by a radical-right fan/buff, Al Chapman, there remains a quite legitimate basis for believing the unique sewers there could have figures, esp. the north grassy knoll. If you ever get here, I'll show you some unusual pictures, for to drain the very wide r.r. right-of-way and the flat acres of parking lot, there had to be sewers much higher than the street. There were two near there, both large enough for a man to get down into, both leading into a 30" pipe, and what is I think most likely, of the possibilities, both well-suited for the hiding of a weapon.

And, the stockade fence at that point has been altered. My pictures show this. So, if anyone in the WH or SS had been catching up, or if Nixon is at all paranoid, there could be legitimate reason for an effort to seal the manholes. Esp. if there was what we have no way of knowing, zany talk about something. There is another possibility I think more likely than the gravel-tar mix, which would have meant the whole surface had to be redone or there would be big bumps: fear that someone might have tried to open from inside thexttunnels, whether elect., gas or phone or sewer. (Flashback on resurfacing: JFDulles used to be a customer. His home was in the fine section north of the park that is the north side of Mass Ave NW near the embassies and the Naval Observatory. The roads leading to it were in terrible shape but for some reason nothing was every done to repair them. Then Churchill came to town and lo!overnight every street he'd be driven on going from the British Embassy to the Dulles home that had not been resurfaced recently was.)

Je hhas a note of same date, 12/17 referring to Phila. The reporting you saw apparently was inadequate. The pigs got pretty rough in "Independence" Square, with those who made slight protest. Nixon had but few streets to speed through. His chopper landed in center city (also called that) where reconstruction has proceeded to the destruction of all the old buildings and the erection of just a few highrises, leaving large, barren flat areas. He landed opposite Old Bookbinder's, if you have been to Phila and remember that, the original one not far from the docks and Front St, several blocks south of Market. The distance was less than a ten-minute walk. One of the few advantages of TV news is being able

see such events when the cameras are there. The square is not large but it held more than 1,000 and included hecklers on the fringes. It was a phoney deal, a contrived non-political campaign appearance stuck on the Treasury. What is interesting are the STM notes, tying his atypical behavior with other events of which he was part, the stall and the French Mission bombing. (Did you notice the coincidence that yesterday we nailed only those of countries now not closest to us, and at least three at that?)

Your ref to the weather coincides with a card Lil got from a friend who used to work at Block's with her and has returned to Placerville on her husband's retirement from Aerojet here. She said they then had 12", more than at any time in 25 years. I remember the heavy moisture deposits at night there, theose steep hills, and asking Hal what happened when it froze. He said it never did, which I found reassuring. Must have been had things slippin and sliding for a few house there! I find the same advantages to our comparable weather, which is much more severe, but I also find disadvantages, precluding mild exercise I daily come to believe is important. (I went for a walk in the rain thi a.m. simply because no walk had been possible for the two previous days.) Except for getting Lil to and from work, I never worry about being snowed in for that reaspn. There is always enough to eat in the house, so we can make do from cans, and there is the fireplace. Just last night I was thinking I'm going to have to speak to the son of a friend who has decided to become a smith and get the kid to make me a pot-holder for it. I've got the pot, which goes way back in Lil's family and I rescued from a chickenyard almost 40 years ago. I've even got some nice 5/8" wrought-iron bars. We just lost the season's first ice yesterday. The local kids have been ice-skating and playing hockey on our pond.

The Burns/Globe piece represents the kind of pain I feel once in a while, wondering if I should send it or if something would be a burden. As you know, especially when I do not have time to read, I've been passing the buck and hoping headlines would inform. We both enjoyed much your description of the trains and the attitudes. I guess what was in part in my mind is the current US insensitiveness, for the many cars we have and do not use would be a fine gesture to the peoplemof China, not the government, if there were to be given. They have been amortized and there are in this part of the country many rather decent ones now not used, aside from Pullman's I share what you sugggst would be the Chinese attitude toward them. The only times I've used there was no choice and I've never been comfortable in them. They were then the alternative to sitting up all night or what there was of the night at a time when I got very little sleep under good circumstances. The committee for which I worked at the Senate had a New York office. Going up of coming back I'd catch a midnight train, which permitted a long day's work, within walking distance with heavy brief cases in Washington and on the subway in NYC. The Pullman's would be detached in D.C. and I could stay in bed, if not sleepingmuch, until about 7 a.m. But I never found anything about them less than uncomfortable. My last experience might interest you. I went to Dayton to do thePhil Donahue Show (Crossley, later syndicated after necessary extractions). Phil had been great when he was on radio. I did his show regularly by phone, including when he had lastOminute cancellations. The last of those was once when I was driving to NYC to close the deal with Dell for WWII. Maggie Fields was there and Lil knew my first stop would be to_see her at the Pierre. I hadn't much more than gotten into her room when the phone rang. It was Phil. Could I go on in 15 minutes? My then agent was in the same block and I monopolized his phone for the next two hours. Anyway, Phil asked me to go to Indianapolis to do a show on a companion Crossley station, giving me the plane tickets and a nice reservation, so I went. As soon as I got there a blizzard set in. The planes were not flying the next day. I was on an early one. So, I took the train, by the time it got to Indianapolis maybe 5 hours late. Dismal station, too. With each mile the train got later. I got a roomette, which is a bit more inconvenient than the berths. It was unbearably hot. Had to shift at Harrisburg, where there was this same blizzard. We got to Harrisburg I think about 6 a.m. Maybe 7, but still dark. I got up to get a bite to eat and a cup of coffee a little before H'burg, went into the diner where its entire staff and some of the crew were, and they refused me even a cup of coffee until the crack of the hour, even though they knew of the coming shift in a cold station where there would at that time be little or no food and onto a train they told me would have none for another delayed trip. As I recall, we got to DC close to 2 p.m., more than 24 hours after entraining.

Unlike what they used to be - perhaps you can remember when diner food was good, as it always was in the east before WWII on any line I was on, superb on some - diner food is pretty punk. So, I'd eaten little at the beginning. I was not alone. Everyone grumbled. Well, by accident a woman sat next to me at some point agter we left H'burg and noticed what I wa working on. I think maybe it was that she came into the smoker for a smoke. She started a conversation. She was a pro-Warren member of the Jeanette Rankin brigade. Fine on VN, and she was gping to DC for a protest march or demonstration, but unthinking on Warren. While we were talking a rather expensively dressed man came in and joined us. He never gave me his name but he said he was LBJ's lawyer on communications, I guss the radio and TV properties. He was quite interested, didn't argue, just listened.

With a population the size of China, a country of its size, some of the terrain it has and the exceptionally sensible attitude it has toward civil aviation, I think they could, indded, use some surplus Pullman cars, for visitors, press tours, transporting the ill and aged, and the use of government officials who will be unique if they do not have work they can do while they travel. From the Alsop fable of the monket wrench, what a job some commune could do of refurbishing them! Then there are the cars that had full rooms. Some could be made into hospital cars. No, I think Nixon, who has to be one of the less considerate men alive, has missed a real bet here. They could ship a fair number almsot free as deck cargo on grain ships. They might be unwilling to accept them, especially now. But we are insensitive this way, one of the minor things I had in mind with my Geese for Peace project. Nothing the Peace Corps later did got as good a play and it cost the taxpayers not a single penny.

I was aware of the essence of the NYTimes 11/27 story on the Cuban reorganization. Not the few quotes in this piece. I didn't see what lies behind it then and don't yet. If you see anything special in it, I'd welcome knowing. I can think of unreported developments that could trigger it, with an eye to the future.

The connections of the new head of ITM in NO are very interesting, esp. with Ochsner, who joins the executive committee and what I'd not known of, the death of Cobb. There is quite a story in him. If I haven't told you and you are interested, ask. He hated Shaw, fired him personally, and then not only perjured himself at the trial but arranged for Shaw's handwriting expert, Appel. He switched the ITM from its original concept to a real-estate project, and he seems to have held much of the adjacent land. This clip is valuable as an indication of external support for what I'd developed that Garrison didn't and I did not give to him that can defeat the Shaw civil suit. Shaw perjured himself as Garrison didn't charge because he never investigated Shaw and thus didn't know. If he had even been civil with mutual friends, my original head being one, he could not have failed to know the above and more. That is where I started, by taking time and listening. That the strong connection with the Cordell Hull Foundation continues is interesting because it seems to have been a CIA front. Garrison fired only one staff lawyer of whom I know, the one who knew the inside of the ITM from having been on the inside and from having conducted a secret investigation for Governor Clements when he was its head. Jim wouldn't even listen to what that investigation showed, Shaw and Bermudez raising and spending money on scholarships to Latin students who could not be found and at wrong home addresses. Interesting?

That gem of Je's, Martha totin her bale as of 1970! Scrubbin'? Maybe that is the part of her past that flashed back in Newport Beach? But the picture of John has to be right. I can't picture him doing any real work, now or ever. Only wheelin' and Dealin'.

Lil is happy with The Magic Flute, Metropolitan broadcast, and decorating the tree (with decorations going back to WWII except for a few made and sent to me by that strange chick in New Orleans, from whom I recently heard from Houston where, she says, she is in mortuary school!). Continued in separate memo. Best,